



CODE WORD FOR MSG. TRAFFIC



25X1A

A
B
C

06/0005Z - RCV'D CALL FROM [REDACTED]
ACFT 125 CRASHED AT 06/0003Z.
PILOT EJECTED, ACFT RAN
OUT OF GAS.
NO OTHER INFO AVAILABLE. PB

0008Z - NOTIFIED [REDACTED]

25X1A

0010Z - NOTIFIED [REDACTED]

GEN. BACALIS TO BE NOTIFIED BY

25X1A

AF TO BE NOTIFIED BY [REDACTED] PB

25X1A

0045Z GEN BACALIS NOTIFIED ADM. TAYLOR
0050Z " " " MR. HELMS.

25X1A

0040Z

SPOKE TO [REDACTED]

ADVISED [REDACTED] AF

COMMAND POST, JRC + ISO (BY JRC) SEC. AF
PB

25X1A

25X1A

06/0045Z - ADM TAYLOR NOTIFIED

06/0050Z - MR. HELMS NOTIFIED.

25X1A

06/0115Z - [REDACTED] WAS ASKED TO NOTIFY NELLIS AFB.

25X1A

06/0100Z (APPROX) [REDACTED] REAFFIRMED WITH [REDACTED]

25X1A

* WAS SR-71 FROM EDWARDS

* PILOT WAS HUGHES ACFT PILOT

* FAA (RATOMSKI) ADVISED

06/0140Z SECURITY CALLED [REDACTED] TO ASK HAO BE ADVISED OF ACCIDENT & REFRAIN FROM COMMENT. 25X1A

06/0205Z [REDACTED] NOTIFIED 25X1A

06/0207Z [REDACTED] NOTIFIED TO REPORT TO CONTROL CENTER. PB 25X1A

06/0210Z [REDACTED] NOTIFIED 25X1A

06/0325Z [REDACTED] CALLED & INFORMATION PASSED PER MR. PRANCOSKY 25X1A

06/0755Z [REDACTED] HAMILTON RESCUE UNIT GOT WORD THEN MORGAN THAT A SR-71 WAS DOWN. [REDACTED] DID NOT CONFIRM, BUT SAID "A PLANE WAS OVERDUE". 25X1A
25X1A
25X1A

[REDACTED] ON DUTY UNTIL MORNING SHIFT - NORTON TEAM IN PLACE & RESCUED DOWN. C130 & HU19 ON STATION AT THIS TIME. (33) 25X1A

06/1150Z [REDACTED] 25X1A

C130 to be airborne	1400Z	for 2400
F101 " " "	1415Z	" 1415
T33 (Comm Cap) " " "	1406Z	" 2400
F101 " " " "	1500Z	" 1415
F101 " " " "	1545Z	" 1415
C47 " " " "	1600Z	by 4400.
T33 (Comm Cap) " " " "	1615Z	for 2400

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06/1402Z - 2 HELICOPTERS STAGGING OUT OF MESQUITE AIRSTRIP.
FUEL AVAILABLE AT 1300Z. HU-16 AT HAMILTON WILL
BE AIRBORNE AT 1400Z. — HU-16 IS AT NELLIS AFB.
25X1A [REDACTED] CONTACTED AT 1100Z, GETTING GOOD SUPPORT, HAS
2 VEHICLES (AMBULANCE & 1 OTHER) WITH 4 SECURITY DOCTORS,
MEDIC, & 1 LOCAL CIVILIAN FAMILIAR WITH LOCAL AREA IN
EACH VEHICLE. — NO PRESS INFO OR QUERIES HAVE BEEN
MADE IN LOCAL L.V. AREA. — HAVE NOT HEARD FROM
[REDACTED] 25X1A

06/1938Z - LSV AIR RESCUE ASSUMED) SEARCH - 20 MIN. AGO. (AF) 25X1A

06/2200Z - [REDACTED] called [REDACTED] to 25X1A
advise that he had a call from Los 25X1A
Angeles center with info that all
tapes, strips etc pertaining to [REDACTED]
[REDACTED] are being impounded and being
held for possible pickup by accident
investigation board. This being done
based on a call from [REDACTED]
DIB Safety guy now at [REDACTED]
LA center advising other FAA
centers who handled [REDACTED]
to also impound their strips/tapes
JW.

06/2100Z

25X1A

[REDACTED] called [REDACTED] at Norad (CHEYENNE-MTN.) & authorized NORAD to utilize several light CAP a/c. to help in the (Rescue) search in addition to normal Rescue ops. i.e. - Not substitute for Regular Rescue search. (RF)

06/2300Z

25X1A

Call from [REDACTED] - states they believe they have found wreckage. No statement as to how he found out. Said he would probably be able to give us more detail in 15 min - 30 min. [REDACTED]

25X1A

25X1A

06/2330

25X1A

Call from [REDACTED]. Wanted to confirm movement of take. Reiterated that "take" would be flown as planned unless both pilot and aircraft are found. [REDACTED]

#3 →
#4 →
07/0200Z
#5 →

25X1A

Call from [REDACTED] (man controller) Definite ID of wreckage - small pieces - no indication of pilot either way. Ground search over in Area, air search to continue all angles and choppers out in morning. I asked the controller to get maps out recapping all the phone calls and especially have so many of them from different sources clear. L.

25X1A

7/0500Z

~~Man~~ Checked in with [REDACTED] man controller and identified myself as being [REDACTED] man controller until 1100Z.

25X1A

7/1100Z checked in with [REDACTED] C/P - activity to
resume in approx 4 hrs. [REDACTED] controller.

25X1A

25X1A

07/0900Z RECEIVED CALL FROM [REDACTED] AT ROCHESTER THAT
FILM FROM [REDACTED] ACCIDENT SEARCH WAS AT
ROCHESTER AND WOULD BE READY APPROX 07/1500L &
HE WOULD RETURN TO D.C. WITH FILM AND ARRIVE
APPROX 07/1630 LOCAL. (35)

25X1A

25X1A

07/11300Z [REDACTED] & Sam Barabai in
C/P - standing by for search results.

25X1A

#2
07/1530Z (NPIC) Dutch Contact [REDACTED] - Film will
be screened and decision made to
continue review at Rochester or return
to D.C.. [REDACTED] agreed & will
hold crew at Rochester as required.
C/P controller will be notified of NPIC
decision.

25X1A

07/1600Z NPIC located wreckage on B+W film -
review of color film to start approx 1 hr

25X1A

07/1630Z msg to [REDACTED] with most probable search
area coordinates. Received via Telecon
[REDACTED]

25X1A

25X1A

07/1650Z [REDACTED] call
White House requested update. [REDACTED]
took call & has the problem. J. Enright

25X1A

07/1700Z Called [REDACTED] advised change
controllers no further info.
regard search. Hae

#6

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25X1A

07/1827Z

25X1A

25X1A

rec'd. call from [redacted] that chute was spotted, but condition of pilot unk. at this time. [redacted] will call back as soon as more info. is available. (RF)

#7

07/1830

25X1A

Dispatched msg to White House updating Mr Bromley Smith on Accident (Hal)

07/1830

25X1A

[redacted] advised "thought chute located, could not confirm at this time"

07/1850

[redacted] chute which was located was positively identified as not being a personnel chute. (Hal)

07/2030Z

25X1A

25X1A

25X1A

- FR: Dutch (NPIC): Dutch advised extra dupes will be done & loaded on C-118 by 07/1900Z. ETA ADW - 07/2030Z. NPIC Courier [redacted] or [redacted] will be at ADW by 07/2000Z to transport tape direct to [redacted]. Dutch's G-1981 (3105) (C-118 #33227.) (RF)

07/2100

25X1A

25X1A

Gen Sacalis & [redacted] departed ^{can} ~~will~~ be reached at home

07/2100

25X1A

[redacted] tele con. [redacted] confirmed that chute which was located was ultimately not connected with A-12. Neither aircraft or personnel chute.

07/2250 [REDACTED] called informed
that Ejection seat and pilot
found, pilot still in seat.
Preliminary Coord. 37:15 N 114:24 W.

07/2258 Notification

Gen. Giacalis 07/2300 - He
will notify [REDACTED]

INSTRUCTED
BY SACALIS TO NOTIFY
DIRECTOR & DEPUTY
DIRECTOR OF CIA.

25X1A

25X1A

25X1A

07/2258

07/2307

07/2313

no answer

07/2257

07/2321

07/2255

07/2330.

J
K
L

25X1A

07/2303 Confirming message reference
[REDACTED] regarding pilot
phone call received.

07/2310 [REDACTED] called requested

25X1A

whether he could pass info

to [REDACTED] through [REDACTED]

25X1A

per [REDACTED] information received from General

Jacalis ~~called~~ ^{stated} called call to

with hold the information until

further advised.

25X1A

07/2330 Advised [REDACTED] he asked

to be kept ~~informed~~ ^{informed} until

stand by at home.

8/0005 Gen Bacalis advised [REDACTED] 25X1A
to notify [REDACTED] 25X1A

8/0020 MSG DRAFTED AND RELEASED FOR GEN BACALIS
SIGNATURE TO [REDACTED] WHITE HOUSE SITUATION 25X1A
ROOM INFORMING THEM THAT PILOT AND SEAT HAD
BEEN FOUND AND THAT NOTIFICATION OF NEXT OF
KIN WAS BEING COMPLETED. (7 MILES ESE OF LEITH, NEVADA
AT COORD 37.15N 114.24W) 25X1A

8/0105 : GEN BACALIS TALKED WITH [REDACTED] AND
LERNED : 25X1A
A. [REDACTED] WAS STILL OUT OF [REDACTED] 25X1A
[REDACTED] HOUSE AND HAD NOT BEEN 25X1A
INFORMED OF DEATH 25X1A
B. [REDACTED] QUERIED AS TO DISPOSITION 25X1A
OF HCFET AFTER "ON SITE" INVESTIGATION.
ANSWER TO BE DETERMINED LATER.
C. GEN BACALIS ADVISED [REDACTED] TO 25X1A
DETERMINE REQUIREMENTS FOR 25X1A
AUTOPSY PERMISSION 25X1A

08/0110 [REDACTED] (SECURITY) RECEIVED WORD THAT THE BODY
WAS BEING MOVED BY HELICOPTER TO NELLIS AFB FOR
AUTOPSY. [REDACTED] FLIGHT SURGEON, IS ENROUTE
TO NELLIS AFB FROM AREA.

25X1A

08/0130Z: JRC WATCH OFFICER CALLED, SAID
B/GEN STAKLEY HAD HEARD RUMORS THAT
THE PILOT HAD BEEN LOCATED. [REDACTED]

[REDACTED] TOLD WATCH OFFICER THAT
NO INFORMATION WAS AVAILABLE PRIOR
TO NOTIFICATION OF NEXT OF KIN.

08/0156Z: [REDACTED] (SECURITY) ADVISED THAT WORD WAS
RECEIVED FROM [REDACTED] THAT [REDACTED] RETURNED
HOME AND HAS BEEN NOTIFIED OF HER HUSBANDS
DEATH.

08/0201Z: [REDACTED] AT ROCHESTER CALLED THAT
C-118 WITH THREE IS NOW AIRBORNE AND WILL
LAND APPROX 1000 EST. THE 5 NPIC PEOPLE ARE
ON BOARD C-118. [REDACTED] AND [REDACTED]
[REDACTED] NOTIFIED OF ETA.

08/0202Z: [REDACTED] CONFIRMED WITH GEN. BACHALIS
THAT [REDACTED] HAD BEEN NOTIFIED. [REDACTED]
[REDACTED] IN THE PROCESS OF NOTIFYING [REDACTED]
[REDACTED] SISTER WHO WOULD IN TURN NOTIFY
[REDACTED] MOTHER.

08/0210Z: MR. PARANGOSY IS RELEASING THE "DEATH"
NEWS RELEASE TO [REDACTED] FOR THE
IXO OFFICER AT EDWARDS. [REDACTED] WILL
NOT RELEASE STORY TO IXO AT EDWARDS UNTIL
BOTH SISTER & MOTHER HAVE BEEN NOTIFIED.

08/0301Z: [REDACTED] ADVISED THAT SISTER HAS BEEN
NOTIFIED AND SISTER WANTED TO NOTIFY MOTHER
PERSONALLY. HOWEVER, SINCE MOTHER IS 500
MILES FROM SISTER AND NEWS RELEASE

M
N
O
P

ARE BEING EXPLORED.

08/0310Z: A MR. ^{MCKINLEY} ~~LEVIN~~ ON THE LAS ^{VEGAS} ~~VEGAS~~ NEWS STAFF WAS WITH SEARCH PARTY AND FEELS HE MUST PASS ~~THE~~ NEWS OF DEATH, THIS INFO FROM [REDACTED] TO MR. PARANGOSKY. ANOTHER CONTACT, MR. MCCLALLY WAS MENTIONED. MR. MCKINLEY CONTACTED EDDY IXO ASKING WHAT IXO HAD HEARD. PRELIM. OPINION IS THAT THE NEWS ~~RELEASE~~ WILL LEAK ANYHOW SO - RELEASE SHOULD BE MADE.

25X1A

08/0330Z: MR. PARANGOSKY CALLED GEN. BACALIS ADVISING THAT SISTER HAD BEEN NOTIFIED AND THAT RELEASE OF NEWS TO PRESS WILL BE MADE EVEN THOUGH MOTHER COULD NOT BE NOTIFIED PERSONALLY PER SISTER'S DESIRE SINCE IXO AT EDWARDS WAS BEING PRESSED FOR INFO.

25X1A

08/0331Z: MR. PARANGOSKY CALLED [REDACTED] AND TOLD HIM TO RELEASE THE PRESS RELEASE STATEMENT CONCERNING DEAD PILOT TO IXO AT EDWARDS FOR SUBSEQUENT RELEASE BY HIM. [REDACTED] INDICATED HE WILL RELEASE INFO AT APPROX 0430Z OR 2330 EST - 2030 PST.

25X1A

25X1A

08/0340Z: MR. PARANGOSKY, [REDACTED] DEPARTED.

08/0343Z: [REDACTED] REPORTED ON GROUND WITH 'TAKE', ALL GOING SMOOTHLY.

08/0350Z: MAJ. JONES (AFRDR) CALLED IN REGARD TO MSG.

25X1A

[REDACTED] 2030 WHICH WAS PREPARED AND SENT BY SS/OSA. HE WANTED TO KNOW IF HE SHOULD CALL [REDACTED] AND

25X1A

ADVISE HIM OF CONTENTS OF IMMEDIATE MSG. HE (JONES)

25X1A

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INDICATED THAT [REDACTED] WOULD HAVE TO 'COME IN' TO

DEAD CONTROLLER LOOKED AT MSG AND ADVISED HE

25X1A

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THOUGHT THERE WAS NO NEED FOR [REDACTED] TO COME IN :

25X1A

TO READ MSG AS THE INFO HAD BEEN PASSED TO [REDACTED]

25X1A

[REDACTED] BY TELECON FROM MR. PARANGOSKY, CHECKED

25X1A

WITH [REDACTED] REGARDING MY ACTIONS AND HE

CONCURRED THAT THERE WAS NO NEED FOR [REDACTED] TO

25X1A

COME IN AND READ.

25X1A

08/0410, [REDACTED] CALLED IN REGARD TO [REDACTED] 2080. THEY

25X1A

DID NOT HAVE THE REFS. [REDACTED] SAID I SHOULD

25X1A

RETRANSMIT REFS TO [REDACTED] DRAFTED MSG TO SIG CENTER

25X1A

TO ACCOMPLISH SAME,

25X1A

08/0455 [REDACTED] CP Notifier on Controller change. [REDACTED]

25X1A

08/1100Z CHECKED WITH [REDACTED] AT [REDACTED] AND

25X1A

IDENTIFIED SELF AS HGS MSN CONTROLLER. Day

25X1A

25X1A

08/1515Z Received call from [REDACTED] secretary
requesting [REDACTED] be brought up to date

25X1A

as he is duty officer today (DCI). Informed [REDACTED]

25X1A

[REDACTED] of requirement. [REDACTED]

25X1A

[REDACTED] not at home) [REDACTED] to advise

25X1A

Gen Bacalis - Gen Bacalis called - he will
brief [REDACTED] by telephone from home.

25X1A

If not satisfactory, I will go upstairs and
answer questions. Day

25X1A

25X1A

08/1700Z - checked in with [REDACTED] CP - briefed on
activity log [REDACTED]. LON

25X1A

08/2150 - msg received from [REDACTED] summarizing

25X1A

FLT & accident. msg in CP in bay. [REDACTED] request. [REDACTED]

25X1A

08/2330 Checked in with [REDACTED] CP to

25X1A

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inform them change of Controller
Hag

25X1A

Q
R
S

25X1A

23 45 Z. Called [redacted] at [redacted] CP.
[redacted] ~~to confirm~~ pass on info that
[redacted] would arrive AM
White Whale

25X1A

25X1A

24:00 Z Called [redacted] to confirm
that [redacted] trip on White
Whale arranged - [redacted]
Confirmed all "land on"

25X1A

25X1A

25X1A

09/0450 Z Checked in with [redacted] CP advising change
of duty controller. L.

25X1A

09/2250 Z Mr Parangosky advised of phone call from
[redacted] to effect - A press release
will be made that due to scattered wreckage
investigating team will need about 2 weeks
to determine cause of accident.

25X1A

25X1A

25X1A

NOTIFIED THAT PILOT IS FOUND AND [REDACTED]
RELIEVES YOU FROM DUTY - LET [REDACTED] KNOW!!

25X1A

25X1A

25X1A

25X1A

25X1A

07/0000Z [REDACTED] called saying [REDACTED]

[REDACTED] had designated [REDACTED]

#3. - acting director for AFROR-P. Telephone
contact as follows: Home 273 0602

25X1A

~~Neighbor with 10PM 273 6572.~~

25X1A

[REDACTED] will pass info to [REDACTED] L.

25X1A

#4 → 07/0055Z

Should send
info to [REDACTED]
to help on initial
search.

Call from [REDACTED] relaying info from
[REDACTED] at [REDACTED]. Wreckage definitely
found and identified at 37-13N 114-28W.

Very small pieces. On road map -
1 1/2 south of Leith and 1 1/2 due west of that
point. No indication of pilot either way.

25X1A

25X1A

25X1A

25X1A

[REDACTED] notified. L.

25X1A

07/0130Z [REDACTED] called in about 30 min.

#5 →

prior to T.O. from with new ETA to EK
of 0330 local. Passed on to him to remain
at EK until it decided to bring film to NPIC
or not. He will call in again after arrival. L.

2400

25X1A

~~2400~~ 07/0500Z

25X1A

25X1A

25X1A

25X1A

25X1A

RELIEVED

AFTER GLANCING THRU MSG TRAFFIC I
NOTICED WE ASKED THE [REDACTED] TO IMPOUND
MANY ITEMS AND SEND SAMPLES OF FUEL,
OIL, ETC TO LAB FOR ANALYSIS. I CAN'T
FIND ANY INFO SENT TO [REDACTED] TO FORWARD
SAMPLES OF TANKER FUEL FOR AR'S 1 OR
2. IT SEEMS [REDACTED] SHOULD SEND
THESE SAMPLES IN ALSO. SUGGEST A
MSG BE SENT ^{IN THE MORNING TO} [REDACTED] TO REQUEST/CONFIRM
THEY HAVE THE SAMPLES SENT TO WPAFB.

#2

07/1430Z
~~0930~~

25X1A

25X1A

25X1A

- Telecom with C/P. [REDACTED]
said fuel samples from [REDACTED]
had been taken & they would
handle this problem. no msg sent
us [REDACTED] instructions. ^{1440Z} ~~0940~~

25X1A

need copy of msg [REDACTED] forwarded
to NPIC with wreckage coordinates
for file.

25X1A

[REDACTED] would like to be notified if any news is obtained concerning Wall Pag.

25X1A

Consolidate Salter

7/1230Z
1730Z

#6 →

White house situation room requested up date - ^{through JCS} msg to White house prepared for Gen Baculis sig. dispatched 1330 L.

7/1830Z
~~7/1330Z~~

25X1A

#7 →

25X1A

Called [REDACTED] up to check status. [REDACTED] advised that he had info indicating chute had been found. ~~discussion of~~ ~~conf~~ not confirmed.

7/1900Z
~~7/1400Z~~

25X1A

Call from [REDACTED] now says that chute not "Personnel type" chute - probably aircraft drag chute.